

THE B&O MODELER

Volume 6, Number 4

July/August 2010



MODELING NEW DORP STATION ON THE SIRT REMOVING THE CUPOLA FROM A PACIFIC MOUNTAIN SCALE SHOPS I-1 CABOOSE KIT

A publication of the B&O Railroad Historical Society (B&ORRHS) for the purpose of disseminating B&O modeling information. Copyright © B&ORRHS – 2005 through 2011 – All Rights Reserved. May only be reproduced for personal use. Not for sale other than by the B&ORRHS.

Editor – Bruce D. Griffin at bruce_griffin@earthlink.net

Associate Editor – Benjamin Hom at b.hom@att.net

Model Products News Editor – Clark Cone at cconess@carolina.rr.com

Modeling Committee Chair – Bill Barringer at barbllsn@aol.com

Index Editor - Jim Ford at jimford40@sbcglobal.net

Manuscripts and photographs submitted for publication are considered to be gratis and no reimbursement will be made to the author or the photographer(s) or his/her representative(s). Please contact the Editor with comments and corrections and for submission guidelines. Statements and opinions made are those of the authors and do not necessarily represent those of the B&ORRHS.

Cover Photos – Top, O scale New Dorp Station– Ed Bommer photo. Bottom, HO scale Caboose C-242, Jonathan E. Vogel photo.

AN INVITATION TO JOIN THE B&O RAILROAD HISTORICAL SOCIETY

The Baltimore and Ohio Railroad Historical Society is an independent non-profit educational corporation. The Society's purpose is to foster interest, research, preservation, and the distribution of information concerning the B&O. Its membership is spread throughout the United States and numerous foreign countries, and its scope includes all facets of the B&O's history. Currently the Society has over 1600 registered members.

Members regularly receive a variety of publications offering news, comments, technical information, and in-depth coverage of the B&O and its related companies. Since 1979, the Society has published a quarterly magazine, *The Sentinel*, dedicated to the publication of articles and news items of historical significance. Other Society publications include monographs, calendars, equipment rosters, and reprints of original B&O source material. Their

purpose is to make otherwise unobtainable data available to the membership at reasonable cost.

Membership in the Society is a vote of support and makes all of the Society's work possible. It provides those interested in the B&O with a legitimate, respected voice in the railroad and historical communities. By working together, B&O fans are able to accomplish much more than by individual efforts. No matter how diverse your interests or how arcane your specialty, others share your fascination with America's most historic railroad. We invite your participation. Several classes of annual memberships are available, Regular memberships are only \$35.00. If you would like to join, visit the website, <http://borhs.org/Membership/membership.html> to fill out a membership application, print a copy and mail it to:

**B&ORRHS
ATTN: Membership
P.O. Box 24068
Baltimore, MD 21227-0568**

MODELING NEW DORP STATION ON THE SIRT

By: ED BOMMER

PHOTOS BY AUTHORS UNLESS OTHERWISE SPECIFIED.



Introduction

If anything truly captures ‘the spirit’ of the S.I.R.T., it is the old New Dorp station. For seventy-five years it served countless numbers of daily riders who took little notice of it. But let’s take a closer look. It can make a very nice model.

Built by real estate developers Hughes and Ross in 1889, this little Victorian station remained in service until 1964. The developers desired a ‘nice depot’ at which prospective buyers for their new homes could arrive, rather than the seedy, late 1700’s era tavern/stage coach stop serving as the train station after the railroad came through in 1860.

New Dorp was an important stop on the original Staten Island Rail Road. The name is derived from the Dutch word “Dorp,” meaning town. It was the largest community along Staten Island’s south shore. In 1861 the Staten Island Rail Road went bankrupt. It was re-organized as the Staten Island Railway Company with Captain Jacob Vanderbilt, a brother of

Cornelius, as receiver and president. He even got it to earn a modest profit for a while.

In 1885, the new Staten Island Rapid Transit Company took control of the Staten Island Railway and joined the tracks at Clifton Junction. This allowed S.I. Railway trains from Tottenville to reach the new St. George Ferry Landing. With SIRT operating the S.I. Rwy., all stations from Vanderbilt Landing (Clifton) to Tottenville were rebuilt or replaced to have high-level platforms. This made for safer and faster train service.

While not a B&O designed structure, New Dorp station was attractive and functional. It was 16’ 6” wide and 36’ 6” long. There was a track-side high level platform and wide porches on the remaining three sides. Photographs and measurements of the existing body of the station were used for reference as well as documenting the details.



New Dorp in 1905. Paint then was pale yellow with green trim. The arriving train is headed north, for the St. George Ferry Terminal.
Grimshaw Photo Post Card



Track side dormer of the New Dorp depot. The street side dormer was identical. Casey Sterbenz photograph.

Typical for that period, New Dorp was built with a number of architectural ornamentations. In time, they were largely ignored as they declined into grimy obscurity. However, the station became listed on the National Register of Historic Landmarks. In 1964 it was moved to Richmondtown. Grade crossing

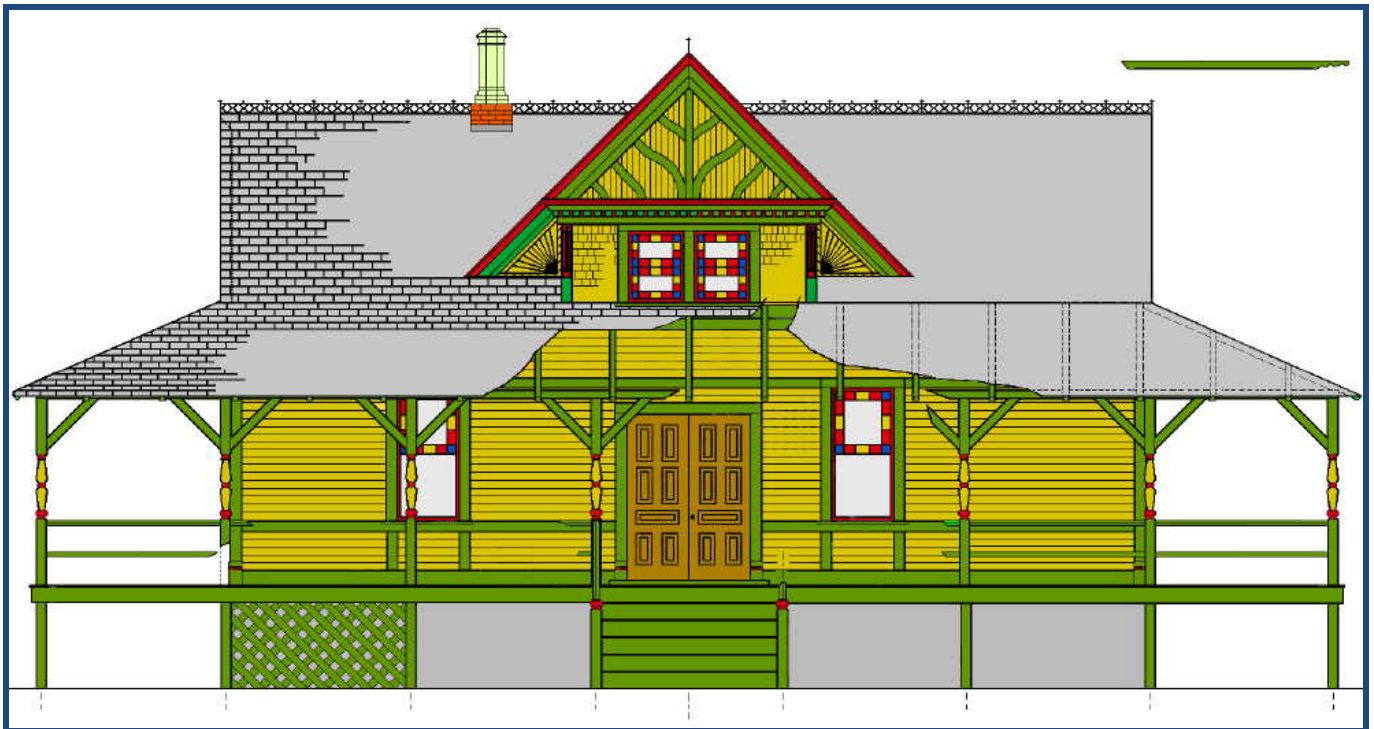
elimination work through New Dorp that had been held up since the mid-1930's lowered the tracks below street level. Since its move to the Richmondtown historic district, the structure has been stabilized but little restoration work has been done.



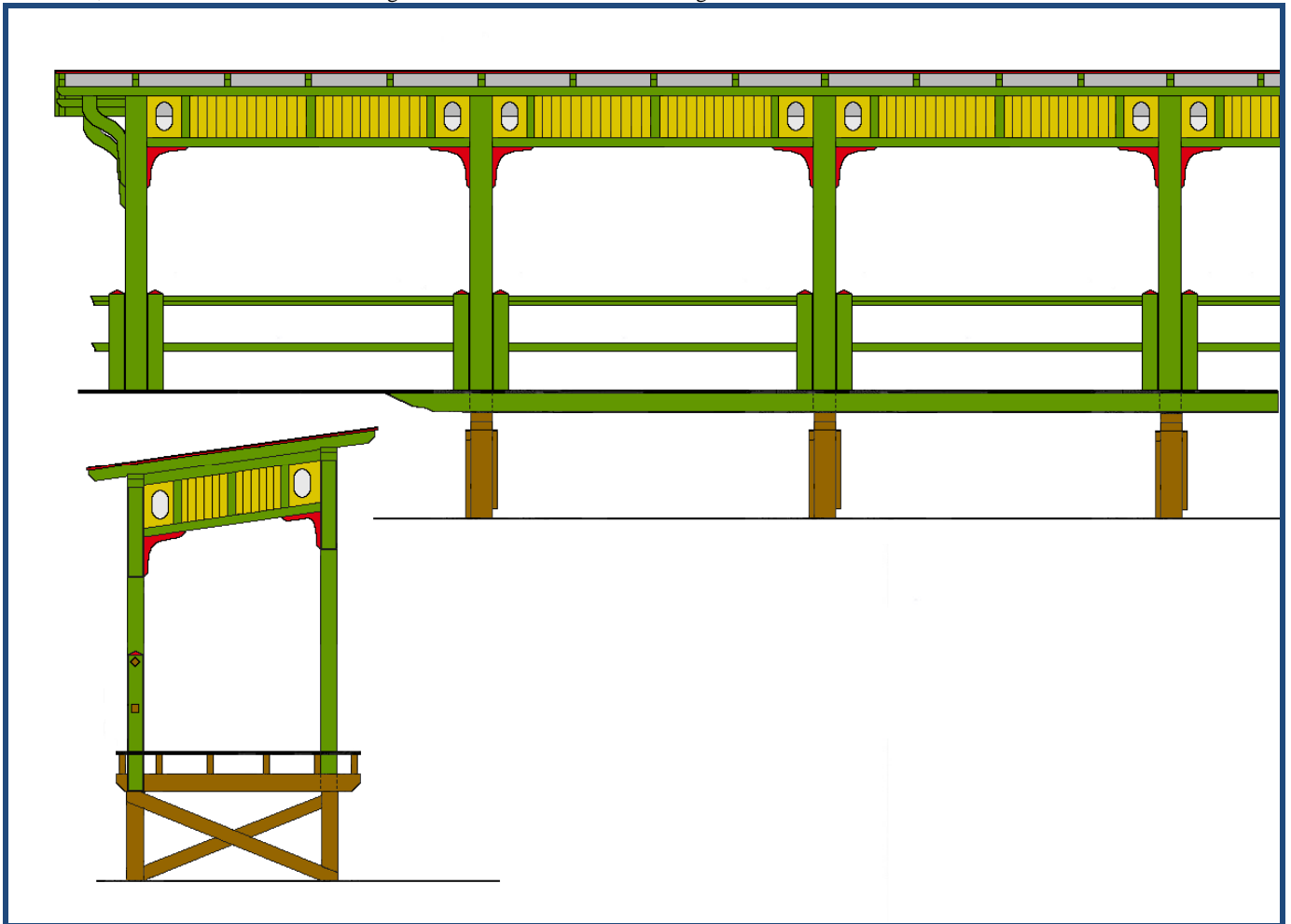
Street side of New Dorp station in 2004. The main door was permanently closed in the 1920's when the porch and steps were removed due to street widening. Paint is a committee selected 'never was' livery. To move the station, all the overhanging side roofs were removed. The entire top of the station was also taken off and moved separately. Casey Sterbenz photograph.

Advice from a person who coordinated the work of moving the station in 1964 greatly helped in drawing a set of plans to make an O scale model. The plans

were drawn for the depot and its shelter for the opposite, southbound track.



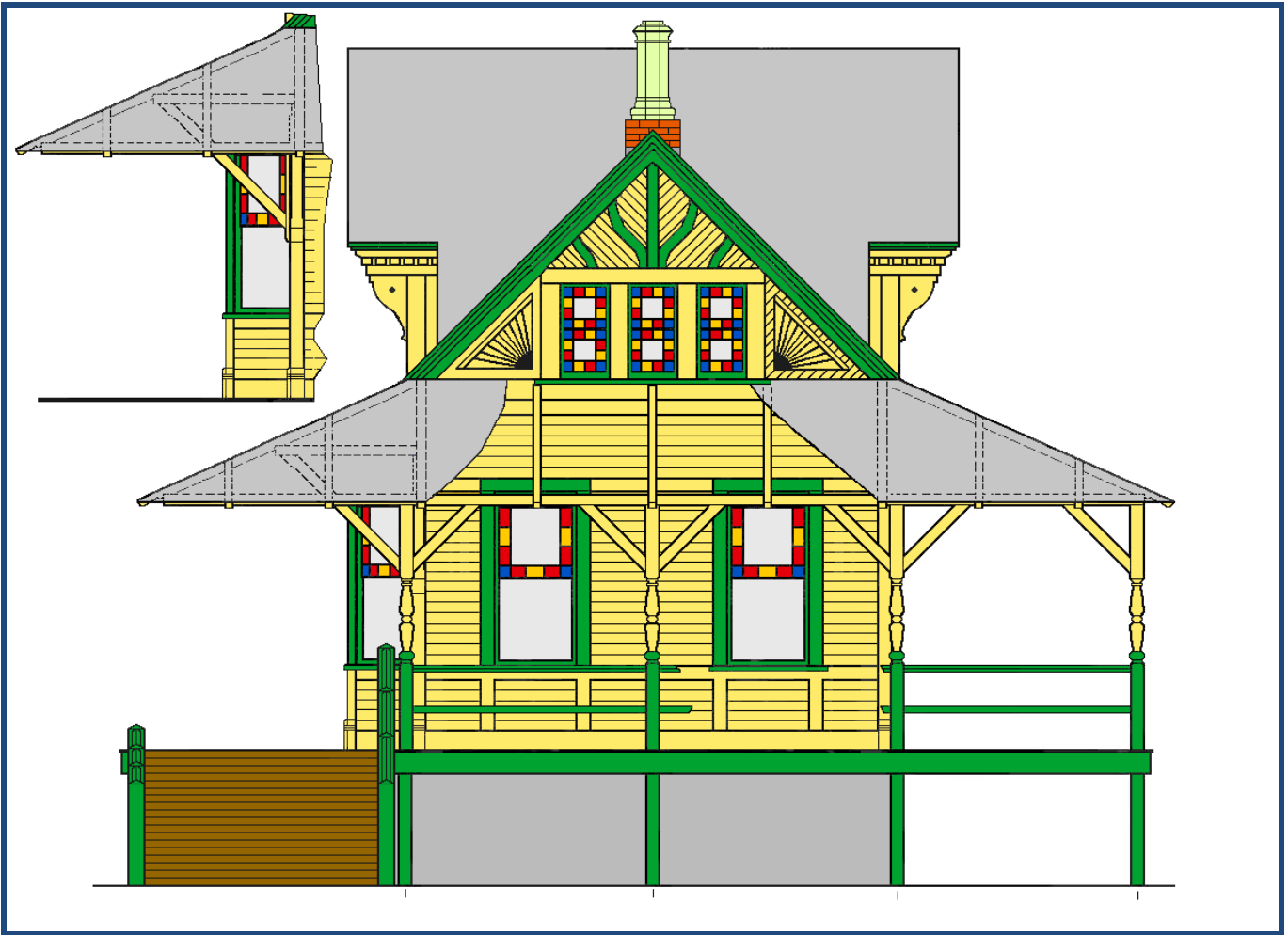
Street side, as it looked in 1889 with its original colors. Ed Bommer Drawing.



The shelter and platform for the southbound track to Tottenville. Ed Bommer Drawing.

From this initial plan, three more drawings were made. They show the changes in paint jobs as well as the alterations done. The original orange with green

trim and red high-lighting did not last long. By the 1900's it was simplified and "modernized" in pale yellow with a limited amount of green trim.



South end circa 1900, with a simplified paint job. Ed Bommer Drawing.

In the 1920's the track-side roof was cut back about a foot to clear fifty larger, borrowed B&O wooden coaches. The street side roof was also cut back nearly three feet, due to widening of the road and

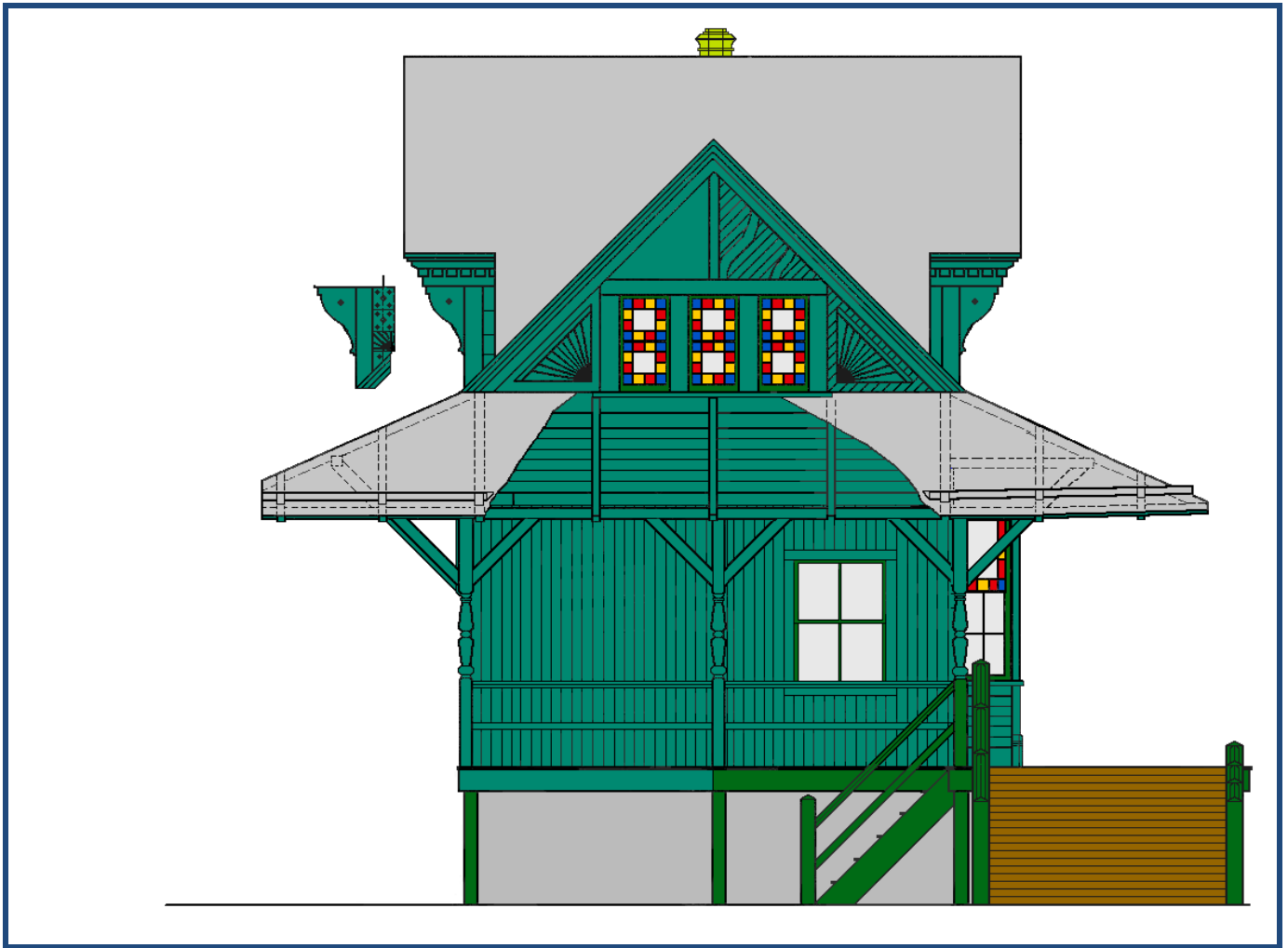
installation of a sidewalk that took off the station's porch and entry door steps. With that, came a coat of B&O Indian Red paint and some black trim.



Track-side of New Dorp in the 1920's with B&O red paint. By this time the roof had been cut back on both sides. Because of vibration from heavier freights passing by that sometimes broke them, the large single pane windows were divided into four smaller panes. Drawing by Ed Bommer.

By the late 1930's, the north porch was enclosed as an "annex" for a small storage area and two small 'pay' toilets. The City of New York had outlawed the use of privies. One of the track-side double doors were taken out and replaced with a single door. The other track-side double door was closed permanently.

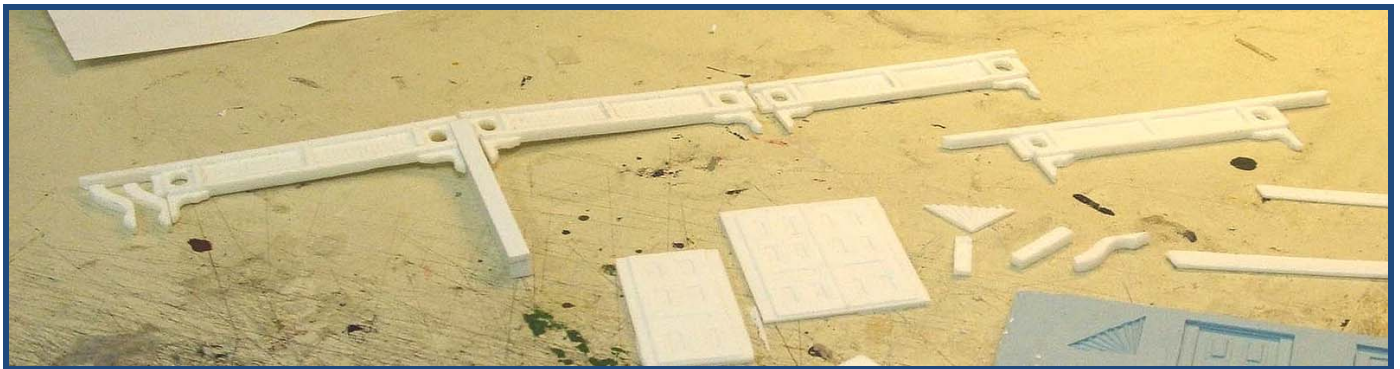
With these changes came SIRT gray/green paint with some dark green trim. It was used on wooden SIRT passenger and freight structures. Nothing more than a little "maintenance-as-absolutely-required" was done afterward.

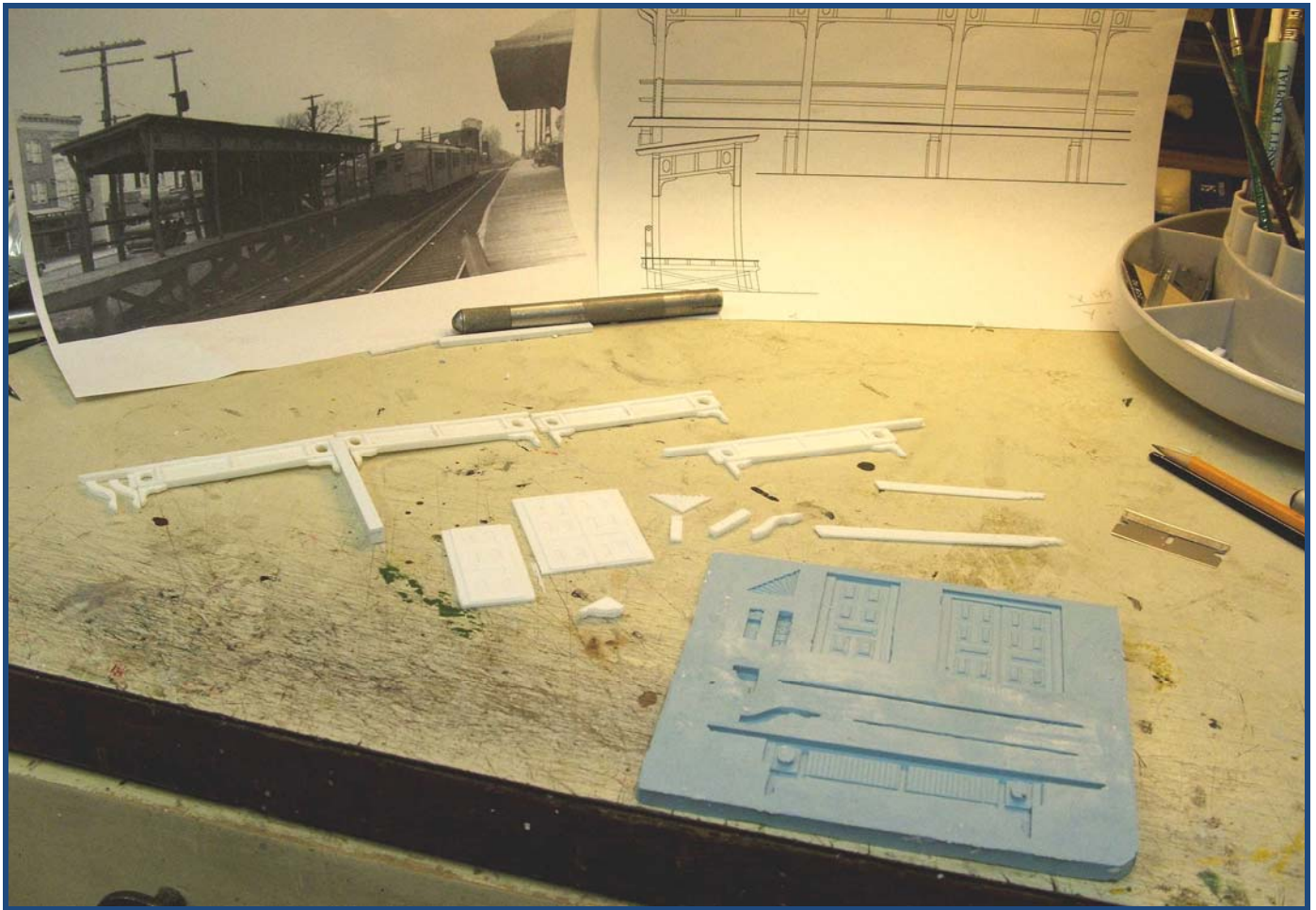


North side circa 1940, with the annex added to north porch. Restrooms were on the left side. Each had a small, high window on the street side. The original single door on this side became access into the annex area with also included a small storage room. Ed Bommer Drawing.

The model was built in styrene with resin detail castings. For a set of rafters with their chamfering and fancy-cut tails, sixteen identical detailed rafters plus one larger jack rafter were made as masters for a

mold. Four pours of resin produce a full set of rafters for one station. Doors, fan and corbel details as well as upper panels for the shelter are also resin castings made from styrene master patterns.





Mold and some cast parts for doors, braces, trim parts and panels for the shelter. (The reference photo on the workbench can be downloaded at <http://www.nycsubway.org/perl/show?75992>).

Window sashes in three sizes with their multi-colored glass were custom laser cut by BTS Models to the drawn plans. The glazing was computer printed on

overhead transparency stock, reproducing the color patterns of the prototype windows.



Fitting rafters and braces to the station. The sidewalls are .040" thick styrene sheet base to which is applied the clapboards, trims, the window and door framing and other detail parts.



Trackside dormer detail, windows and modified doorway.

High level platforms for the station and shelter were built up in wood, like the prototype. The railings are built up in styrene. HO street lamps were used for the platform lights. However the model platforms were shortened to 150 feet. The prototype platforms were over 350 feet long. That would be more than 7 feet in O scale.

The station and shelter was built for mounting on a 6 foot O scale module. While the station is full scale,

the shelter for the south-bound track was shortened by two panels. The model was built to New Dorp's appearance in the 1960's for a fellow modeler and former Staten Islander who builds modules for his operating layout. (A September 1963 photo showing the station in context of the community of New Dorp can be downloaded at <http://www.nycsubway.org/perl/show?75995>)



The completed New Dorp station in a mock-up setting similar to its installation on a module. Grade crossings are to be located at each end of the platform, like the prototype.

REMOVING THE CUPOLA FROM A PACIFIC MOUNTAIN SCALE SHOPS I-1 CABOOSE KIT

BY JONATHAN E. VOGEL

PHOTOS BY AUTHOR UNLESS OTHERWISE SPECIFIED.



Completed PMSS I-1 Caboose Kit without cupola. Note full width platform and vertical steps added to C242 sometime after WWII.

Introduction

When approached about writing this article, I found I needed to be honest with myself about why I wanted to build this kit in the first place. I am hoping that Smoky Mountain Model Works will soon be releasing an I-12 Wagon Top Caboose kit, which I really want for my layout. I had never built an intricate craftsman resin kit before, so I needed to practice on something similar. There was a Pacific Mountain Scale Shops (PMSS) I-1 kit at the last train show I attended. Perfect. This is my learning kit.

To have this caboose work for my layout era, I needed to modify the caboose as it appeared in later years. Many of them were used for yard/switching duties, and had the cupola removed. This is simple with this kit. One merely forgoes cutting out the hole for the cupola.

The Prototype

Due to the Ohio Caboose Law of 1913, all railroads in Ohio were required to use cabooses meeting minimum size and equipment standards. This impacted the B&O because many of their trains

transited through Ohio. B&O worked closely with labor unions on many other issues and adopted the standard system-wide. The I-1's were built between 1913 and 1918 and occupied number series C-5 to C-399. They were wood body cars on a steel underframes. When delivered, the I-1 class all had narrow end platforms and coach-style steps, but some were modified over the years for full-width platforms and vertical steps. All started with 8 windows, but some were sheathed over during their service lives. Another interesting window variation is that some cabs were changed from the original 4 pane windows to single pane windows. Some of the I-1's (and other classes as well) lost their cupolas for various reasons, being assigned to specific piece of railroad (example, the Parkersburg Branch) or sometimes when placed in yard switching or short transfer run service. Most I-1 cabooses were scrapped in the 1970s but many were saved by private collectors. As with any B&O modeling project, consult photographs of the specific car you are building to determine which combination of these variables were present at the time you are modeling.



C-54 Baltimore, MD 7-6-1939. Howard Ameling Collection, B&ORRHS Archives.



C-284. B&ORRHS Archives Collection.

An additional modeling possibility with this class exists. The Baltimore and Ohio Chicago Terminal (B&OCT) Railroad was a wholly owned subsidiary of the B&O. B&OCT used some I-1's without cupolas for transfers around the Chicago area and yard service. At least some retained the coach steps but had the cupola removed. There is a metal bar from the roof corner to the end sill on the right side of the end on these cars only. The biggest difference

is the spelled out roadname above the 13 Great States logo.

The Kit

When first examining the kit, one is reminded that cabooses were small—especially the I-1. A bright light, good tweezers and magnifying glass were quite useful during the build. Start out by washing all the parts.

Then separate all the parts from their sprues and castings, sanding off the excess material. For the metal parts, use a flat needle file to smooth the edges. It is important to test fit the main parts numerous times. Spending some quality time with a needle file and fine sand paper to make sure there won't be problems at the last steps of the build will pay off in the long run. I decided to model C-242 as I found a photograph to follow on the internet. It was a one-sided, black and white photograph, but there are some recommendations to follow in the kit instructions, regarding colors and placement of certain detail parts. I built the kit, following the order of the instructions, with the following exceptions:

For gluing, I prefer to use 5-minute epoxy whenever possible. The epoxy creates a very strong bond, plus allows a little time to adjust the parts while the epoxy sets up. To be sure it's a little messy, but using a

sharpened toothpick and straight pin for application really helps.

The included wire bending jig has its merits, but mostly I used it as a guide, and formed most of the grab irons and piping with needle nose pliers. Occasionally, one must be careful with the length of the wire that goes into the car body. Some of the grab iron holes share space with the window frames. It's all too easy to push out the window frames, so take extra time here.

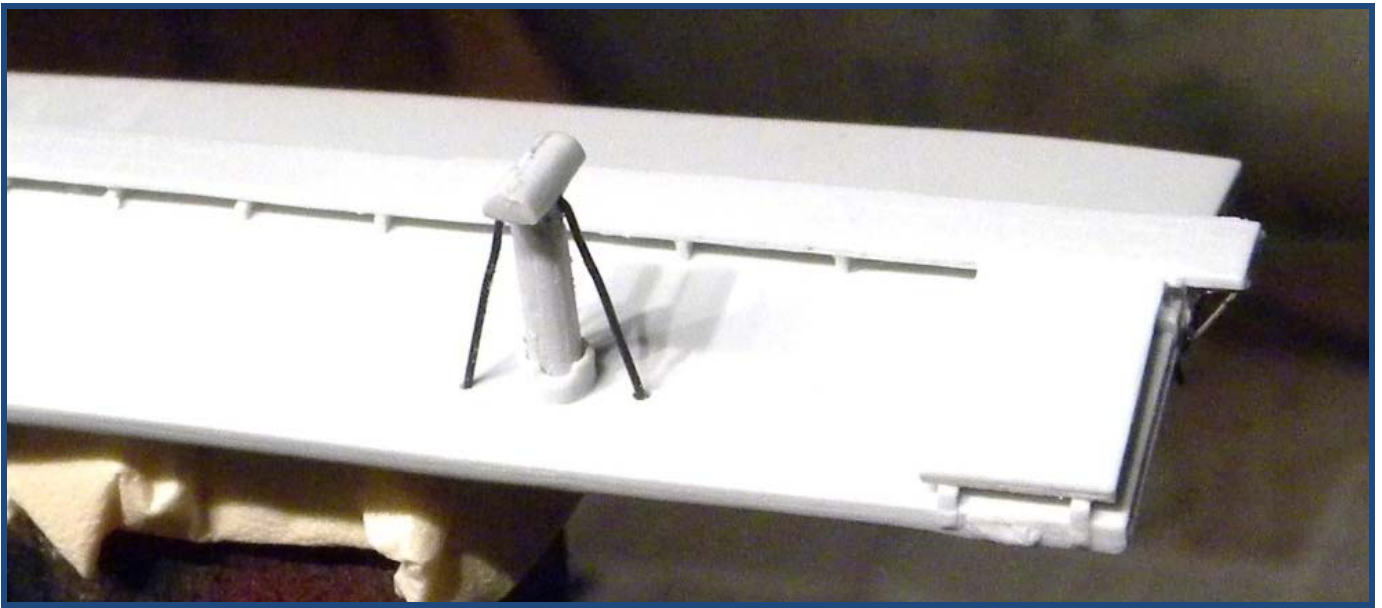
The instructions suggest gluing together all the main parts prior to painting. This is problematic, if you want to put glazing in the windows. Also, it would have been difficult to reach the end window frames and grab irons if the under frame is glued to the car body prior to painting. Therefore, I kept the roof, car body and under frame separate until all the painting had been completed.



Close up of caboose end with cut lever and air hose added.

I added a few extra details to my model. For the cut levers, I simply bent some .015 wire and fed them through some eye-bolts I attached to the ends. There are plenty of extra eye-bolts in the kit. I also added a couple of air hoses. There is a small, flat bracket next to the coupler pockets. Simply drill a hole, bend a couple of pieces of wire and glue in place. On

some of my models, I've added cut levers that actually lift, but not on this one. They are glued in solid. I added a guy wire for my smokejack which may not be prototypical for this model, but I have lost enough smokejacks to justify an entirely plausible modification. An ounce of prevention if you will...



Roof assembly with guy wire run through a hole drilled through the smokejack.

There is no way to add the ladder extensions until all other steps are completed. I would be remiss if I didn't mention the fine etched metal parts included in the kit. These really were a pleasure to work with. The end rails, ladders and ladder extensions fit together quite well. The epoxy created a good bond and everything felt quite sturdy once the model was

completed. Use a metal straight edge when bending these parts per the instructions for clean, sharp bends.

Painting

Before spray painting, gently wash the three main assemblies in a tub of warm, soapy water. Rinse them in another tub of cool, clean water and allow them to dry overnight.



Car body after a primer coat. Notice the excess glue that needs to be removed.

I used Floquil Grimy Black as a primer for the whole model. Use very light coats because the PMSS resin is very slippery and paints can run easily. The Grimy

Black highlighted the details and allowed me to see little bits of excess glue that needed to be removed prior to the final color coat.

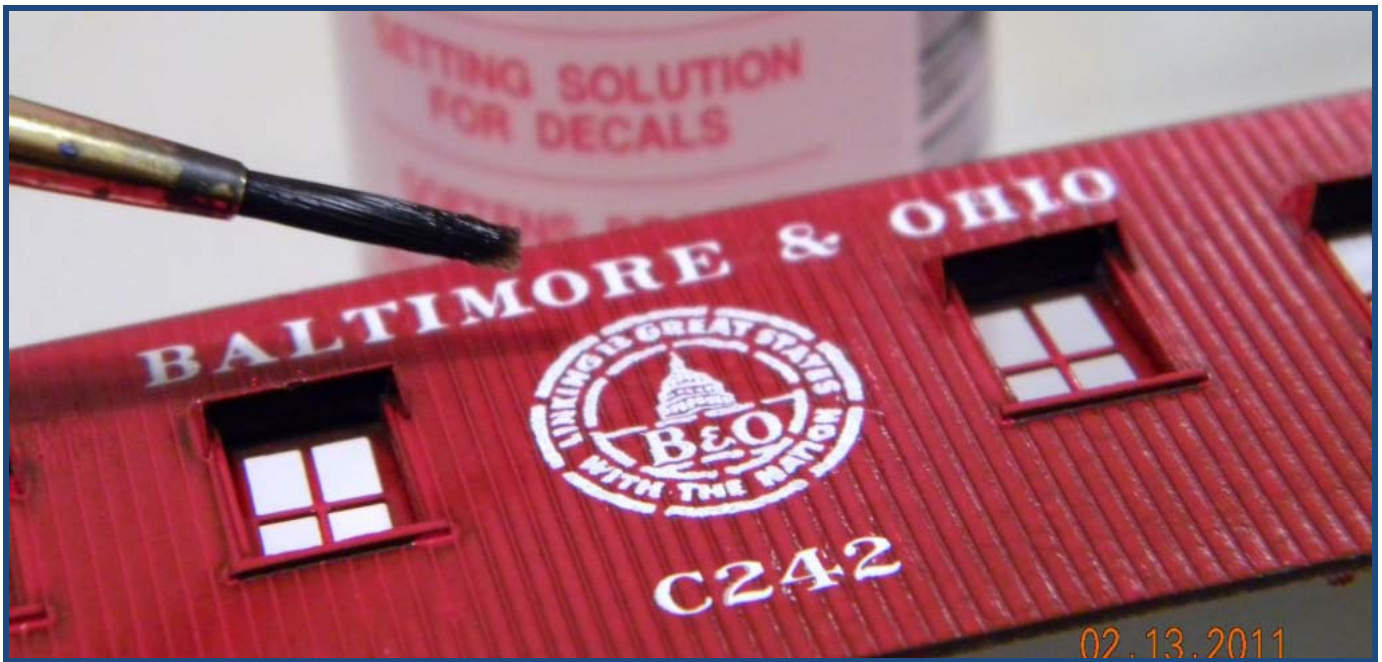


Final color coat, after removal of the excess glue.

There seems to be a lot of different ideas about the right colors to use for B&O equipment, and how the shades should be adapted for the smaller scale. I took a look at what others had used and recommended, and of course came up with my own idea. I used Model Master Guards Red for the main body because it shows up well at a distance. Our modular club sets up regular displays at the train shows in the local area. A colorful caboose, at the end of a train, seems to attract people to watch the layout in action. Likewise, I chose a standard yellow color for the grabs. It is all probably too bright, but the caboose will get your attention while wandering about the show. I painted my version of C-1775, using the same colors, and it really stands out, especially at the

rear of a coal train, with black locomotives and black hoppers. The under frame was painted Grimy Black. The details show up better than when using straight black.

After the paint has dried thoroughly, apply the decals and set with two coats of Micro Sol. Between coats, use a straight pin to poke holes in the decals, to allow the fluid to work into all the seams between the decals and the plastic parts. The wrinkle action of the Micro Sol is scary to watch, but the decals dry smooth and the edges are well hidden as a result. Don't touch them after applying the decal solution and they will all snuggle around the details and dry flat.



Micro Sol being applied to the car body decals.



Decals freshly coated with Micro Sol. Notice the wrinkle action of the decals. **Do not touch or try to move them at this stage.** They will flatten back out as they dry.

I weathered the wheels and trucks, but kept the rest of the model clean. The included trucks require some work with a truck tuner and some metal wheels. The prototype was built with Diamond Arch Bar trucks but had been upgraded to Andrews T Section trucks by the time my photograph was taken.

I used a disposable micro-brush for painting the green doors and window frames. The shape and size of the applicator is a bit intimidating, but it was easy to work with. The paint flows evenly from the brush. I was able to control the brush comfortably.



This is a superfine, disposable micro brush. It looks large against the window frames, but was fairly easy to work with.

The car is light and needs some help to get it up to NMRA standards (1oz + ½ oz per inch) which is about 3 ounces for this car. I used three nuts (from

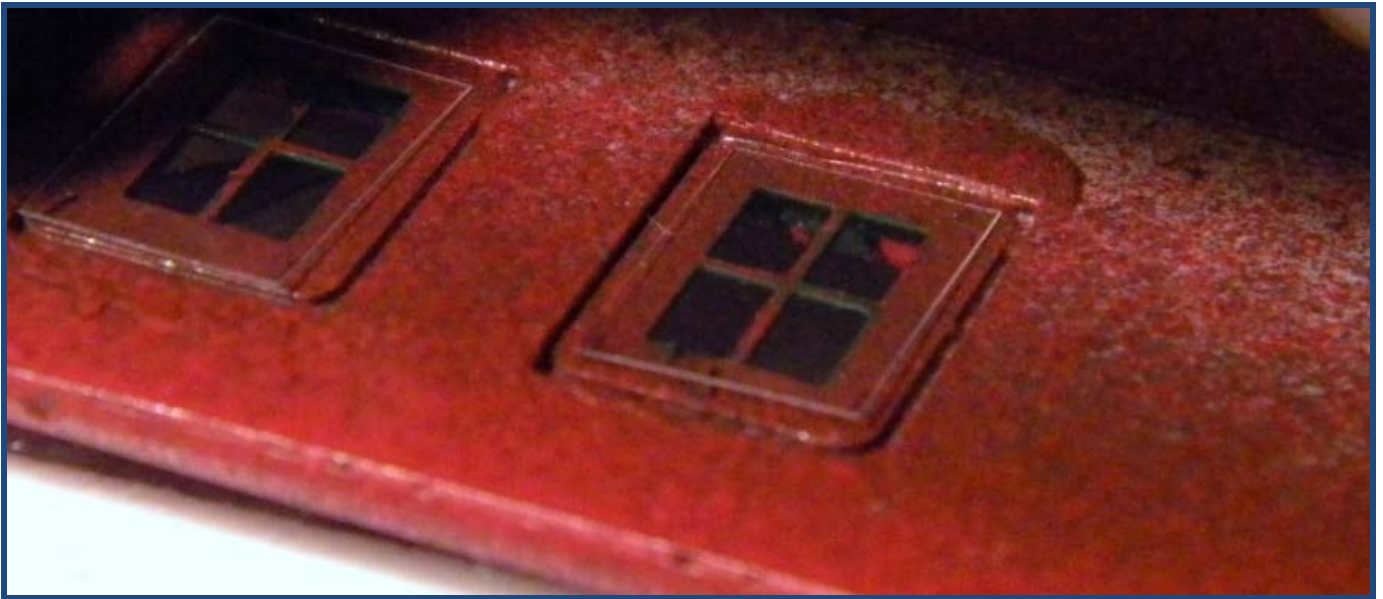
my nuts and bolts can) attached with epoxy so they don't shake loose after the caboose is buttoned up.



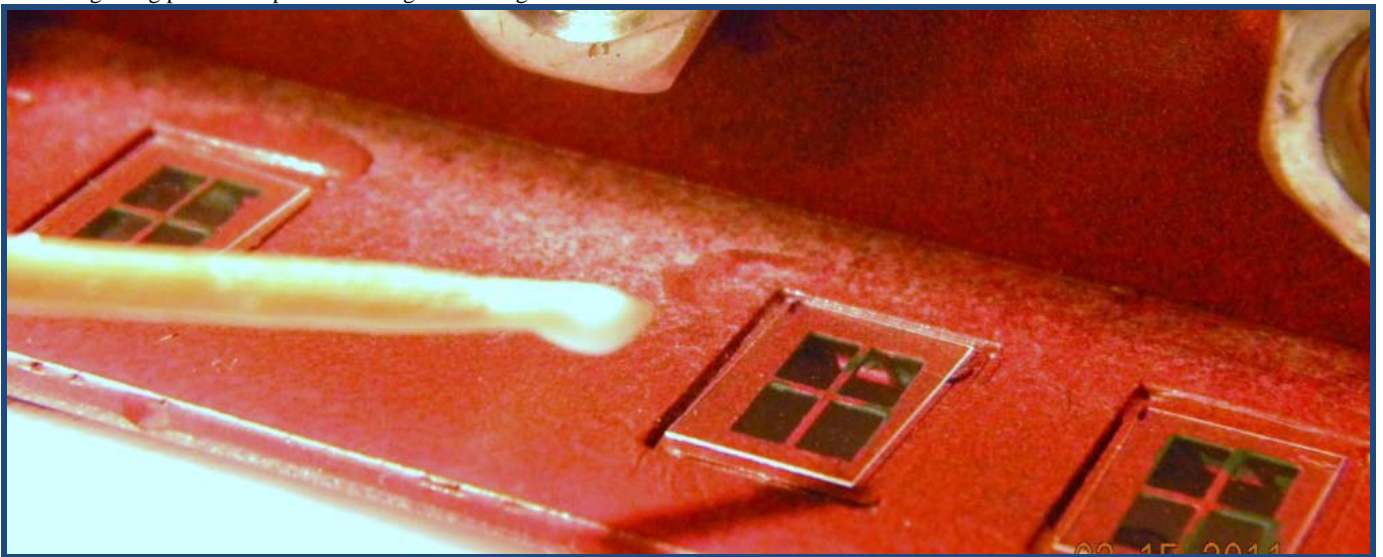
Extra nuts, installed as weights. A generous amount of epoxy will keep the weight in place.

The final step for the car body is to apply the window glazing. It is better to cut pieces for each individual window (7mm X 10mm). Using one long strip for all the windows usually results in unrealistic looking

gaps. A few drops of white glue to secure the glazing, applied with a toothpick dries clear and is easy to remove if necessary.



Window glazing positioned prior to adding the white glue.



Applying the glue with a toothpick.



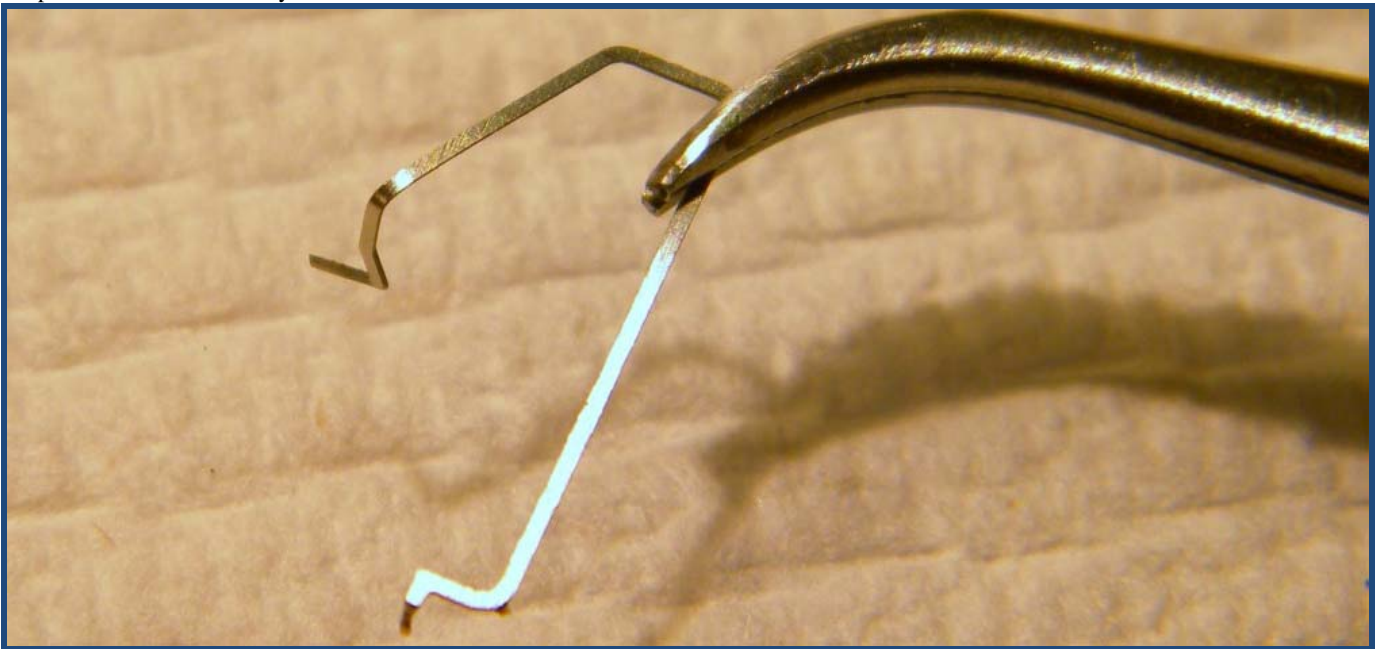
Glue droplets drawn between the glazing and the frames by capillary action.

I used regular plastic cement to assemble the three main parts. The cement holds well enough. If the I-1 should ever take a tumble, it is better to separate into the main parts, vice some detail parts getting lost.

The model feels quite sturdy after the final assembly. When handling, one must be mindful of the body side grabs and, of course, the ladder extensions.



All parts assembled and ready for the ladder extensions.



A ladder extension ready for installation.

Ladder Extensions

The etched ladder extensions really give the caboose that completed look. The included metal extensions have tiny tabs that can be bent and used for glue application. The included ladders have pre-drilled holes for the extension tabs. I made any necessary bends, and pre-fitted these delicate parts, before I grabbed the epoxy tubes. Once glued, there is no

going back. I painted the extensions after they were secured to the ladder and running board. The prototype used round bar for the extensions, vice flat bar. I can live with the discrepancy. I usually choose function over form, and the included extensions were easy to work with.



Ladder extension bottoms are inserted into etched holes in the ladder and bent to fit under the running board. 5-minute epoxy was used to secure them.

Before attaching the couplers, touch-up any paint errors. I used Kadee #158s. The whisker spring, scale head couplers look good and work well. The

icing on the cake will be adding a pair of marker lamps with jewels. I've already started my shopping list for the next train show!



Taking a test run on my home layout.

Overall, my first PMSS Craftsman kit turned out pretty well. There are few discrepancies. However, the whole point was to learn something new. When moving down the rails, no one is going to notice a

few foibles (except me). Now I feel ready to take on the I-12 kit. Let's hope one is available on the market soon.

Bill of Materials

Manufacturer	Part Number	Description
Pacific Mountain Scale Shops		Class I-1 Caboose Kit
Detail Associates	229-2206	Eye Bolts (Lift Rings) - Formed Wire
Floquil Polly S Color Corp. http://www.testors.com	270-130013 704-2918 704-1114 704-1260	Floquil Grimy Black Model Master Guards Red Testors Yellow Testors Dullcote
Funaro and Camerlengo http://www.fandckits.com		Class M-53 Decals – 13 Great States herald [Ed. - or Mount Vernon Shops 33061, available from the Company Store at http://www.borhs.org/Shopping/Modeler.html]
Kadee http://www.kadee.com	380-158 380-520	#158 Couplers 33" Wheelsets
Tichy http://www.tichy.com	293-1102	.015 Wire
Other		Nuts (weight)



To subscribe, send an email to:
bomodeler-subscribe@yahoogroups.com

To unsubscribe send an email to:
bomodeler-unsubscribe@yahoogroups.com